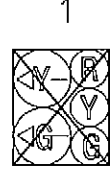


OPOSSUMTOWN PIKE IS ASSUMED TO RUN IN AN EAST-WEST DIRECTION

EXISTING LED SIGNALS TO REMAIN



TO BE BAGGED IN THIS STAGE

6,7,8  
12"

EXISTING LED SIGNALS TO BE RELOCATED

2  
12"

3,4,5  
12"

PROPOSED LED SIGNALS

9,10  
16" LED COUNTDOWN PEDESTRIAN SIGNAL TO BE BAGGED IN THIS STAGE

EXISTING SIGNS TO REMAIN

13  
D-3(1)  
(VAR "x32")

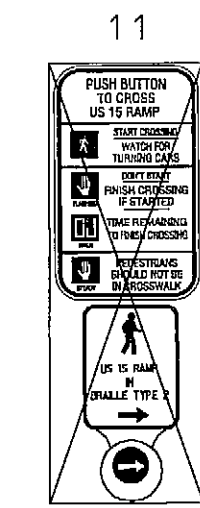
14  
R3-5L  
(30"x36")

15  
R3-5L  
(30"x36")  
TO BE BAGGED IN THIS STAGE

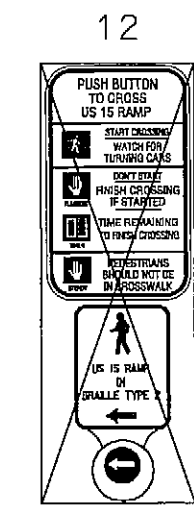
EXISTING VIDEO DETECTION CAMERA TO BE RELOCATED

EXISTING VIDEO DETECTION CAMERAS TO BE REALIGNED  
b, c, d

PROPOSED ACCESSIBLE PUSHBUTTON AND SIGN

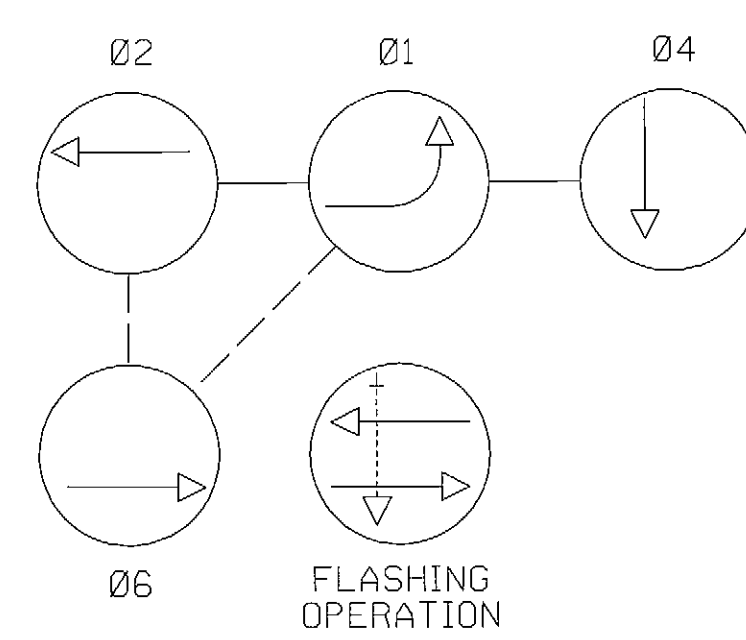


R10-3(1)  
(9"x15")  
TO BE BAGGED IN THIS STAGE

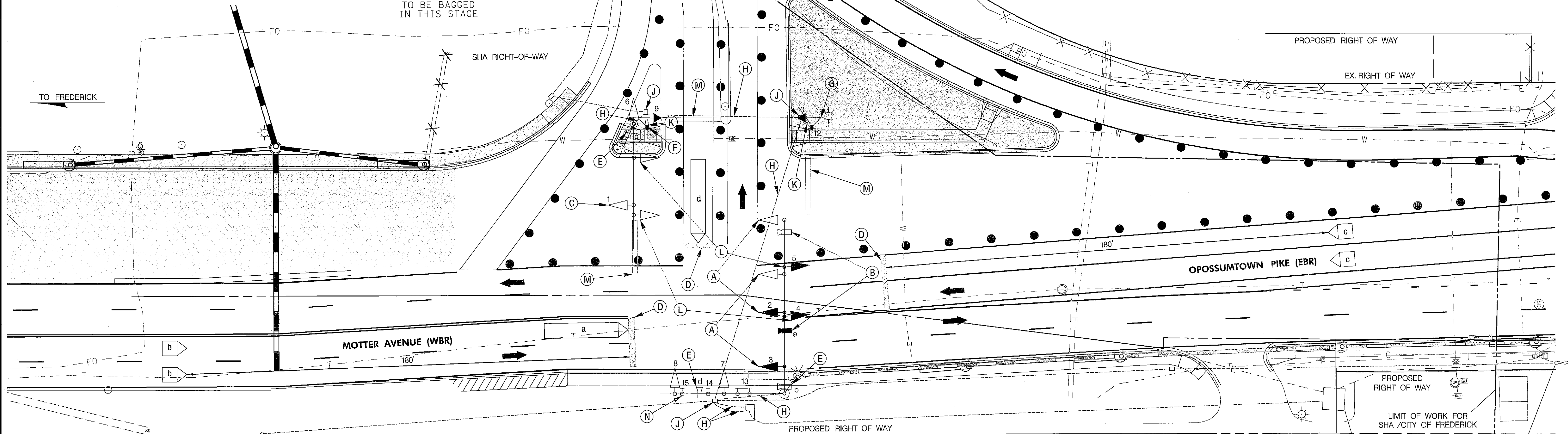


R10-3(1)  
(9"x15")  
TO BE BAGGED IN THIS STAGE

NEMA PHASING



PHASING NOTES:  
1. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.  
2. PHASES ASSOCIATED BY A DASHED LINE MAY/WILL OPERATE CONCURRENTLY.



CONSTRUCTION DETAILS

- RELOCATE EXISTING SIGNAL HEAD ON EXISTING MAST ARM. USE EXISTING WIRING.
- RELOCATE EXISTING VIDEO DETECTION CAMERA ON EXISTING MAST ARM. USE EXISTING WIRING AND COIL REMAINING SLACK ON MAST ARM.
- BAG EXISTING SIGNAL HEAD ON EXISTING MAST ARM.
- INSTALL 24 IN. WHITE NONTOXIC LEAD FREE WATERBORNE PAVEMENT MARKING PAINT FOR PROPOSED STOPLINE (TEMPORARY).
- REALIGN EXISTING VIDEO DETECTION CAMERA.
- INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION PER MD SHA STD. MD 801.01-01, BREAKAWAY COUPLINGS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON (ARROW RIGHT), AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS US 15 RAMP" (NOTE: INSTALL 1-2 IN. 90 DEGREE PVC CONDUIT BEND). (SEE NOTE 8).
- INSTALL A 10 FT. BREAKAWAY PEDESTAL POLE WITH FOUNDATION PER MD SHA STD. MD 801.01-01, BREAKAWAY COUPLINGS, LED COUNTDOWN PEDESTRIAN SIGNAL HEAD, ACCESSIBLE PUSHBUTTON (ARROW LEFT), AND R10-3(1) SIGN TO READ "PUSH BUTTON TO CROSS US 15 RAMP" (NOTE: INSTALL 1-2 IN. 90 DEGREE PVC CONDUIT BEND). (SEE NOTE 8).
- USE EXISTING CONDUIT.
- USE EXISTING HANDHOLE.
- INSTALL 2 IN. SCHEDULE 80 RIGID PVC ELECTRICAL CONDUIT (TRENCHED).
- RELOCATE EXISTING SIGNAL HEAD FROM 38 FT. MAST ARM TO 70 FT. MAST ARM (SEE DETAIL NEXT SHEET).
- REMOVE EXISTING PAVEMENT MARKINGS.
- BAG EXISTING SIGN ON EXISTING MAST ARM.

GENERAL NOTES CONTINUED

- THE CONTRACTOR SHALL CONTACT MISS UTILITY TO VERIFY ALL UNDERGROUND UTILITIES PRIOR TO THE INSTALLATION OF PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- MAINTENANCE OF TRAFFIC WILL BE HANDLED BY THE CONTRACTOR UTILIZING MD SHA STANDARD PLATES FOR TRAFFIC CONTROL.
- WITHIN 36 IN. OF UNDERGROUND UTILITY LOCATIONS, THE CONTRACTOR SHALL BE REQUIRED TO EXCAVATE FOR FOUNDATION AND CONDUIT BY HAND.
- ALL PAVEMENT MARKINGS SHALL BE INSTALLED IN ACCORDANCE WITH CITY OF FREDERICK/MD SHA STANDARDS.
- THE CONTRACTOR SHALL VERIFY THE PROPOSED POLE LOCATION PRIOR TO INSTALLATION.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS, HIGHEST ROADWAY PROFILE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD 816.03, MD 818.01, MD 818.02, AND MD 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL SIGNAL EQUIPMENT.
- ALL GEOMETRIC MODIFICATIONS WILL BE CONSTRUCTED BY THE ROADWAY CONTRACTOR. THE TRAFFIC SIGNAL CONTRACTOR SHALL COORDINATE WITH THE ROADWAY CONTRACTOR AS NECESSARY.
- PEDESTRIAN PUSHBUTTONS, SIGNS AND COUNTDOWN PEDESTRIAN SIGNALS FOR THE SOUTH LEG CROSSING SHALL BE BAGGED UNTIL STAGE 3 CONSTRUCTION IS COMPLETE.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.23 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE." IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL THE CONFLICT HAS BEEN RESOLVED. IF NEEDED, A DESIGN WAIVER SHALL BE OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- PUSHBUTTON IS TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA DOES NOT HAVE TO REACH MORE THAN 18 IN. PUSHBUTTONS ARE TO BE LOCATED SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60 IN. X 60 IN. LEVEL LANDING AREA. A LEVEL LANDING AREA IS AN AREA WITH A CROSS SLOPE OF LESS THAN OR EQUAL TO 2%.

GENERAL NOTES CONTINUED

- THE 10 FT. MINIMUM SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON TO FACE OF PUSHBUTTON, NOT CENTER OF POLE TO CENTER OF POLE. PUSHBUTTON ARROWS SHOULD BE TURNED PARALLEL TO THE CROSSWALK FOR WHICH THEY ARE INTENDED.
- ALL ACCESSIBLE PEDESTRIAN CONTROL EQUIPMENT SHALL BE DELIVERED TO THE SHA SIGNAL SHOP FOR TESTING AND PROGRAMMING PRIOR TO INSTALLATION. CONTACT MR. EDWARD RODENHIZER AT 410-787-7650 TO COORDINATE.
- THE CONTRACTOR SHALL INSTALL ALL CONDUIT PRIOR TO SIDEWALK AND RAMP CONSTRUCTION.
- VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE CITY OF FREDERICK LIGHTING AND SIGNAL DEPARTMENT. THIS SHALL BE INCIDENTAL TO THE MAINTENANCE OF TRAFFIC ITEM.
- UNDERGROUND UTILITIES SHOWN ARE EXISTING AND MAY CHANGE PER UTILITY RELOCATION PLANS UNDER DEVELOPMENT. THE CONTRACTOR SHALL VERIFY THE LOCATION OF ALL EXISTING AND PROPOSED UTILITIES PRIOR TO ANY AND ALL EXCAVATION. WITH DIRECTION FROM THE ENGINEER, THE CONTRACTOR SHALL USE SPECIAL CAUTION IN AREAS WHERE UTILITY CONFLICTS MAY EXIST.
- ANY LANE AND/OR ROAD CLOSURES REQUIRE 4 WEEKS ADVANCE NOTICE AND A PERMIT FROM THE CITY OF FREDERICK TRAFFIC ENGINEER. THE CITY TRAFFIC ENGINEER CAN BE REACHED BY PHONE AT 301-600-1498.
- IF ROAD OR ANY PART OF ROAD IS TO BE CLOSED, A DETAILED DETOUR AND/OR CLOSURE PLAN SHALL BE SUBMITTED TO THE CITY TRAFFIC ENGINEER FOR APPROVAL.
- THE BAGGING AND UNBAGGING OF SIGNAL EQUIPMENT ON ALL SIGNAL PLANS SHALL BE INCIDENTAL TO THE MAINTENANCE OF TRAFFIC ITEM.

SHA

STATE OF MARYLAND  
DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION  
OFFICE OF TRAFFIC & SAFETY  
TRAFFIC ENGINEERING DESIGN DIVISION  
SOUTHBOUND US 15 RAMP AT MOTTER AVE/OPOSSUMTOWN PIKE  
MOT STAGE 3

TEMPORARY SIGNALIZATION PLAN

SCALE 1" = 20' ADVERTISED DATE FEB. 9, 2004 CONTRACT NO.

DESIGNED BY T. ZAYDEL COUNTY FREDERICK  
DRAWN BY T. ZAYDEL LOGMILE 10001514.60  
CHECKED BY K. SCHMIDT TMS NO.  
F.A.P. NO. SEE TITLE SHEET TOD NO.

TS NO. 4254A2 DRAWING 5G-07 OF 21 SHEET NO. OF

STV  
STV Incorporated  
7125 Ambassador Road, Suite 200  
Baltimore, MD 21244  
www.stvinc.com

WORK AREA STAGE 3 MOT TRAFFIC FLOW ARROWS

UTILITY LEGEND

E - E - ELECTRIC CABLES SD - SD - STORM DRAIN  
A - A - AERIAL CABLES G - G - GAS MAIN  
T - T - TELEPHONE CABLES W - W - WATER MAIN  
F - F - FIBER-OPTIC S - S - SEWER MAIN

GEOMETRIC LEGEND

PROPOSED  
EXISTING

BY: youngs

PLOTTED: Thursday, August 16, 2011 AT 10:22 AM  
FILE: I:\PROJECTS\404254\404254\_03\Drawings\TRA\007\_p5G-F008\_Motter.dgn